

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1192. 日三十月三年五十二緒光

SATURDAY, APRIL 22, 1899.

六拜禮

號二十月四英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL.....10,500,000
RESERVE FUND.....7,300,000

Head Office—YOKOHAMA.

Branches and Agencies.
Canton, Hongkong, Lyons, London, San Francisco, Shanghai, Yokohama.

THE LONDON JOINT STOCK BANK, LTD.
PARRIS, BANK, LTD.
THE UNION BANK OF LONDON, LTD.

INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 3 per cent.
On fixed deposits for 6 months at 2 per cent.

S. CHOW, Agent.
Hongkong, 7th April, 1899. [382]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....1,000,000
Paid-up Capital.....324,374
HEAD OFFICE—HONGKONG.

Board of Directors:
E. Borne, Esq., Chairman.
Chun Kit Shan, Esq., Kwan Hoi Chuen, Esq.,
Chow Tung Shing, Esq., J. T. Lau, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed
Hongkong, 24th March, 1899. [38]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....1,000,000
RESERVE FUND.....1,000,000
RESERVE LIABILITY OF PROPRIETORS.....1,000,000

COURT OF DIRECTORS:
N. M. GUY, Esq., Chairman.
S. A. SILL, Esq., Deputy Chairman.
The Hon. J. J. Bell, Esq.,
E. Goetz, Esq., A. McCombie, Esq.,
E. Shellin, Esq., A. J. Raymond, Esq.,
A. Hoque, Esq., D. Sadler, Esq.,
R. H. Hill, Esq., R. Shaw, Esq.

Chief Manager:
Hongkong, T. JACKSON, Esq.

MANAGER:
Shanghai, J. P. WARD, Esq.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 3 per cent.
On fixed deposits for 6 months at 2 per cent.

ON FIXED DEPOSITS:
For 3 months at 2 per cent. per annum.
For 6 months at 2 1/2 per cent. per annum.
For 12 months at 3 per cent. per annum.
T. JACKSON, Chief Manager.

Hongkong, 12th April, 1899. [9]

HONGKONG AND SHANGHAI BANK.

THE Bank has been authorized to conduct business in HONGKONG and SHANGHAI.

INTEREST ALLOWED ON DEPOSITS.
Deposits may be made at their option.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 3 per cent.
On fixed deposits for 6 months at 2 per cent.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, 1st August, 1899. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....8,000,000
RESERVE FUND.....8,000,000
RESERVE FUND.....4,500,000

INTEREST ALLOWED ON CURRENT ACCOUNTS.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 3 per cent.
On fixed deposits for 6 months at 2 per cent.

T. H. WHITEHEAD, Manager, Hongkong.
Hongkong, 24th May, 1899. [31]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
Canton, Hankow, Chefoo, Peking, Chinkiang, Swatow, Foochow.

THE Bank purchases and receives for collection bills of exchange drawn on the above places, and sells drafts and telegraphic transfers payable at its branches and agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 3 per cent.
On fixed deposits for 6 months at 2 per cent.

F. W. RUTTER, Acting Manager.
Hongkong, 15th October, 1898. [1237]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

JAPAN, &c. *Pekin* W. Hayward, R.N.R. About 27th April. Freight or Passage.

SHANGHAI *Peramatta* C. T. Denny, R.N.R. About 28th April. Freight or Passage.

LONDON, &c. *Baltic* C. L. W. Field. Noon, 29th April. Freight or Passage.

JAPAN, &c. *Rosetta* C. H. Watkins, R.N.R. P.M. 20th April. Freight or Passage.

Passing through the Inland Sea. See Special Advertisement.

For Further Particulars apply to
H. V. RITCHIE, Superintendent.
Hongkong, 21st April, 1899. [15]

JUBILEE PILSENER BEER.

PER CASE OF 1 DOZ. QUARTS

100% PINTS.....\$13.00.

SOLE AGENTS,
H. PRICE & Co.,
14, QUEEN'S ROAD.

THE CLUB HOTEL, LIMITED.

No. 5, R. ROAD, HONGKONG.

A FIRST-CLASS HOTEL Centrally situated, well-furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897. [36]

BOARD AND RESIDENCE.

HONGKONG HOTEL.

On Monthly Terms from 1st May, 1899.

SOLE AGENTS,
C. J. R. CO.,
Pedder Street.

NOTICE TO SHAREHOLDERS.
AN INTERIM BONUS of Twenty per cent. upon contributions for the year 1898 has been declared.

Warrants will be issued on the 1st May.
By Order of the Board,
DOUGLAS JONES, Secretary.
Hongkong, 19th April, 1899. [1538]

WANTED.
A STEWARD for the "P. O. of India" for one voyage to Vancouver and return. Vessel sails from Hongkong on the 26th instant.

Apply with references to
D. E. BROWN, General Agent,
C. J. R. CO., OFFICE,
Pedder Street.
Hongkong, 21st April, 1899. [1538]

NOTICES OF FIRMS.
THE CHINA FIRE INSURANCE CO., LIMITED.

Mr. GEO. L. TOMLIN has been appointed Secretary to the Company from this date.
H. L. DALRYMPLE, Chairman.
Hongkong, 22nd March, 1899. [1538]

THE MUTUAL STORES.
MR. H. J. GLYDE has this day been appointed MANAGER and is authorized to SIGN for the FIRM. All Cheques are to be made PAYABLE to the MUTUAL STORES, and must be countersigned by Mr. L. O. SIU PING, or Mr. LEUNG TAT CHUN before PAYMENT is MADE.

Hongkong, 29th March, 1899. [436a]

THE EQUITABLE ASSURANCE SOCIETY OF THE U.S.
MR. FERDINAND KIENE has this day ASSUMED CHARGE of the SOUTH CHINA BRANCH.

By Order of the General Manager for the East,
W. H. TALBOT, Sub-Manager for the East.
Hongkong, 17th April, 1899. [1538]

NOTICE.
MR. FERDINAND KIENE has this day ASSUMED CHARGE of the SOUTH CHINA BRANCH.

By Order of the General Manager for the East,
W. H. TALBOT, Sub-Manager for the East.
Hongkong, 17th April, 1899. [1538]

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Hongkong, 17th April, 1899. [1538]

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

FOR THE UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITY OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC and SELF LUBRICATING "PUMP" PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION, of the best quality.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT: THOS. SKINNER.

DODD & CO., LIMITED, General Agents.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for DYSENTERY, DIARRHOEA, HAEMORRHOID, and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, Proprietors and Sole Manufacturers, 9, Old China Street, Shanghai.

12th October, 1898. [1242]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

PERTHELL & CO. and CARMICHAEL & CO.

PEAK HOTEL.

AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA CAMP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.

CRAIGIEBURN is situated at PUNKELEY GAP, five minutes walk from the PEAK HOTEL.

Fine healthy location, variety of beautiful scenery. Good Southern breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent cuisine.

City of Victoria, 1st January, 1899. [28]

LET 'EM ALL COME.

One hears this catch saying just now all over, but to no one is it so applicable as to

Tired men, who are suffering from physical or mental fatigue, delicate women, growing girls, and little children who find

SERRAVALLO'S TONIC BARK AND IRON WINE.

Strengthens the stomach, braces the vital system, excites the appetite.

AN IDEAL TONIC.

WATKINS & CO., SOLE AGENTS FOR CHINA.

UNION INSURANCE SOCIETY OF GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon contributions for the year 1898 has been declared.

Warrants will be issued on the 1st May.

By Order of the Board,
DOUGLAS JONES, Secretary.
Hongkong, 19th April, 1899. [1538]

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS COMPANY, LTD., LONDON.

DODD & CO., LIMITED, General Agents.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the 24th day of April, 1899, at 3.30 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 8th April, 1899. [527a]

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By Command, J. H. STEWART LOCKHART, Colonial Secretary.

To-day's
Advertisements.

THEATRE ROYAL,

TO-NIGHT! TO-NIGHT!
MESSRS. DALLAS AND MUSGRAVE'S
DRAMATIC COMPANY.

Positively the last night of the Season.

TO-NIGHT!

BY UNIVERSAL REQUEST.

Grand Revival of
WILSON BARRITT'S GREAT MASTERPIECE
"THE SIGN OF THE CROSS."

PRICES:—\$3, \$2 and \$1.

Soldiers and Sailors (in uniform) half-price to
back seats only.

Box Plan at ROBINSON PIANO CO.

NOTICE.—A special train will run a quarter of
an hour after last of certain evening.

W. H. BROWN,

Business Manager.

Hongkong, 22nd April, 1899. [424a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"FORMOSA."

Captain Douglas, will be despatched for the
above Ports on TUESDAY, the 25th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 22nd April, 1899. [532a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship.

"NANYANG."

Captain Lehnman, will be despatched for the
above Ports on TUESDAY, the 25th instant,
at 4 A.M.For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 22nd April, 1899. [533a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"TIMELY."

Captain Hall, will be despatched for the above
Ports on WEDNESDAY, the 26th instant, at
Daylight, and not as previously notified.For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 22nd April, 1899. [534a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAUSE ROAD, begs most
respectfully to inform and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1899. [493]

Entomation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE superior quality.

Red Capsule.....\$14.40

C.—FINE OLD VINTAGE super-

ior quality, Black

Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE

extra superior, Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Const.

Ports.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-
scriptions, Advertisements, &c., be addressed to the
"Manager, Hongkong Telegraph," and not to the Editor.
Letters on editorial matters to be sent to "The Editor,"
and not to individual members of the staff.
Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all ques-
tions affecting public interests, it must be distinctly under-
stood that the Editor does not in any way hold himself
responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 22, 1899.

NOTES AND COMMENTS.

THE VOLUNTEERS.

Signal's letter is certainly very worthy of
consideration and serves to show the anxiety
of the Volunteers to receive due warning
when they are required to be turned out.
Signal and his friends will doubtless be
pleased to hear that, in course of conver-
sation with one of the officers of the Corps
some days ago the question of an alarm
signal cropped up and was discussed at con-
siderable length. It was pointed out that
the Volunteers were required not only in the
case of foreign invasion but also for the
suppression of local disturbances, which
bears out our remarks last night with
regard to our Volunteers being upon a
unique footing. If the men are required to turn
out on account of a threatened attack from
outside the Colony then an alarm gun and
rocket would be an excellent institution, but
in the case of local disturbances the case is
different and there are several objections to
offer. One of these is that the alarm would
serve to warn the rioters or disturbers of the
peace and might incite them to do as much
damage as possible before the men could
be mustered and arrive upon the scene of
action. We were at the same time informed
that a scheme was under consideration for
ensuring the alarm being spread through-
out the whole of the Colony both speedily
and quietly and that so soon as it has been
completed it will be tested in order to prove
its efficiency. Still, suggestions are always
of use and we trust that Signal and others
will not fail to bring forward any that may
occur to them. The more that are put forward
the more likelihood will there be of a thor-
oughly satisfactory one being decided upon.

OUR GARRISON.

The disturbances of the last few days have
shown us how wretchedly weak our garrison
is and the urgent necessity for its being
strengthened without unnecessary delay.
See what a bother the turning out of a
couple of thousand undisciplined rowdies
from the Kowloon hinterland has proved
and try to imagine how we should have
fared had a body of about ten thousand
European troops been opposed to us in-
stead of some two thousand Chinese! We
might possibly have held the hills over-
looking the harbour, and then only by turn-
ing out every available man in garrison here,
which would have left the most hostile
vessel that chose to enter, for we are
told that Hongkong must not depend
upon the protection of the fleet. In the
event of war. Now would be a splendid
opportunity to add another battalion to
the Hongkong Regiment for we feel
certain that the accounts which the men
will send home of the last week's proceedings
would bring hundreds of the warlike Pathans
flocking to the depot to enlist, and so long
as the Indian Government offered no
objection we could easily bring the regiment
up to double or treble its present strength.

TRANSPORT.

Another point to which the attention of
the authorities requires to be drawn is the
difficulties experienced in obtaining transport.
There are no decent roads in the new
territory and there are no coolies forthcoming
to carry the kits and rations of the men,
so that they were greatly hampered by the
want of a good commissariat. Even when
roads are made the same difficulties will exist
for the coolies will be just as reluctant to
come forward as they are now. Had a few
mules been available matters would have
been very different, for they could have
carried packs over the rough Chinese roads
and the advance of our troops need not
have been hampered in the least. Of course
coolies could be impressed if necessity arose,
but we doubt if they would be found so
useful as transport animals. We have a number
of mules maintained in the Colony, doubt-
less the Public works department could find
work for them in drawing the water-
carts and rollers which are now pulled by
gangs of coolies, and they could also be
used for the transport of stores to the various
police stations which we presume will be
dotted here and there over the new territory.
There may be difficulties in the way of
which we have no knowledge, but still this
which has been proved to be, is worth a little
attention on the part of the authorities.

REUTER'S TELEGRAMS.

AUSTRALIAN FEDERATION.

LONDON, April 20th.

The Sydney Council has passed the Federa-

tion Bill.

THE UNITED STATES AND THE

PHILIPPINES.

Forty thousand United States Regular troops

will shortly proceed to Manila. The transports

for their conveyance are ready.

THE DUKE OF DEVONSHIRE AT

THE LONDON CHAMBER OF

COMMERCE.

The Duke of Devonshire speaking at the

London Chamber of Commerce said, that the

Government does not desire to precipitate a

crisis in China, but that it will endeavour to

secure a due share of the unoccupied parts of

the world and that, desiring to draw closer the

ties of the Colonies to Great Britain, the

paramount duty of the Government was to

make the Army and Navy strong enough to

defend, not only Great Britain, but also her

Colonies and her Foreign possessions.

WEATHER REPORT.

The Observatory report says.—On the 22nd
at 11.50 a.m.: The barometer has risen on the
China coast. The depression seems to be still
lying in the Sea of Japan. Gradients slight with
moderate monsoon in S. China. FORECAST—
Moderate N. E. winds; fair.

LOCAL AND GENERAL.

At the Magistracy a pawnbroker who had
taken in pledge a travelling clock stolen from
the Government Civil Hospital was ordered to
deliver it up without receiving back the money
—\$5—which he had advanced upon it, Mr. T.
Sercombe Smith telling him that he must have
known that it belonged to a European and
ought to have at once reported the matter to
the police.We learn, says the *L. & C. Express* of 24th
ultra, that Mr. Chamberlain, Secretary of State
for the Colonies, will to-day receive a private
joint deputation from the China Association
and the Straits Settlements Association on the
question of the C.D.O. in the Straits and Hong-
kong. It is to be hoped in a private discussion,
such as will, doubtless, take place, that some
means will be found by which practicable
methods may be devised of meeting the evil.Messrs. Benjamin, Kelly and Potts in their
Weekly Share Report state.—The market has
ruled very quiet and there are no changes of
any importance to record. Banks.—Hongkong
and Shanghai Banks declined to 26½ per cent.
premium, sales, but are again slightly firmer
and have been placed at 26½ and 26½ per cent.
premium. The London quotation is £58.Nationals are wanted at \$25. Marine Insur-
ances.—China Traders have been sold at \$65.
Straits are firmer and can be placed at \$45.
North Chinas have advanced to Tls. 150.
Fire Insurances.—China Fires have been fixed
at \$81 and \$82, and Hongkong Fires to a small
extent at \$295. Shipping.—Indo Chinas
declined to 26½ sales, but have again been
placed at \$68. Douglas Steamships have been
sold at \$56. Star Ferries have changed hands
at \$144. Rebarries.—There is no business to
report in stocks under this heading.—Mining.—
Punjons have been sold at \$6.90 and \$7 cum
the call of \$1 due on the 17th instant. Queen
Mines have been placed at 65 cents. Jelabus
have been done at \$8.60. Great Eastern and
Caledonians have been sold at \$31. Raubs
have been sold and are obtainable at \$57.
Docks, Wharves and Godowns.—New Amoy
Docks have been negotiated at \$15—and are
enquired for. Kowloon Wharf shares have
changed hands at \$86½. Lands, Hotels and
Buildings.—Hongkong Lands have been sold
at \$79. Hongkong Hotels have been done
and are in demand at \$77. Humphrey's Estate
have again been placed at \$94 and \$930.
China Providents have been booked at 40½
and \$10. Cotton Mills.—We have heard of no
business in stocks under this heading. Mils.
sold at \$24½, \$24½ and \$25, and close with
sellers at \$24½. Hongkong Ropes have been
sold in small parcels at \$170. Fenwicks have
been done at \$34 and are wanted. Dairy Farms
have been placed to a small extent at \$34.

THE GYMKHANA.

The first gymkhana meeting of the 1899
season took place on the Happy Valley Race-
course this afternoon, the following being the
officials:—Committee.—A. Babington, Esq., The Hon.
J. J. Bell-Irving, The Hon. P. C. Chai, Esq.,
C. M. Gray, Esq., Mr. Grote, Esq., V.
A. Cesar Hawkins, Esq., T. F. Hough, Esq.,
The Hon. F. H. May, C.M.G., J. McKie, Esq.,
G. C. Moxon, Esq., G. H. Potts, Esq., G. E.
Rickman, Esq., R. F. C. Rundall, Esq.,
R. E. L. Col. The O'Connell, D.A.C., Capt.
W. L. Warren, R.A., Commander Plenderleith,
R.N., and The Hon. T. H. Whitehead.Judges.—The Hon. J. J. Bell-Irving and V.
A. Cesar Hawkins, Esq.Handicappers.—The Hon. C. P. Chai, Esq.,
C.M.G., M. Grote, Esq.

Starter.—A. Babington, Esq.

Timekeeper.—J. McKie, Esq.

Clerk of the Stables.—J. McKie, Esq.

Hon. Treasurer.—J. S. Bruce, Esq.

Hon. Secretary.—G. C. Moxon, Esq.

By the kind permission of Lieut. Col. Main-
waring and Officers of the Royal Welsh
Fusiliers, the Band of the Regiment attended.FIVE FURLONG RACE; for all China ponies;
weight as per scale with 7 lbs. added; non-
winners at the Hongkong Race Meeting
allowed 5 lbs.; unplaced ponies allowed to
lbs.; penalties not accumulative.—Entrance,
\$3. First prize, \$40; second, \$15.Mr. G. H. Potts's Tocsin, 11st 3lb., Mr. Cox 1
Capt. C. E. Bancroft's Grasshopper, 10st 9lb

Mr. G. C. Moxon's Nout, 10st 8lb., Mr. Walwyn 2

Mr. A. J. McKie's Meteor, 10st 12lb., Mr. Johnston 3

Mr. G. H. Potts's Strathmore, 10st 7lb., Mr. Dobell 4

Time, 1 min. 21 secs. won easily.

POLO PONY RACE; for all bona fide Polo ponies,
to be declared as such by the Polo Committee.
4 mile heats without discounting; catch-
weights over 11st. 7lbs. To be ridden by
playing members of the Hongkong Polo Club.
Entrance, \$3. First prize, cup, presented by
Messrs. McKie, Esq.; second, \$15.

Mr. G. F. Dickson's Queensberry, 11st 12lb., Mr. Walwyn 1

Sir H. W. McMahon's Ultimatum, 11st 12lb., Mr. Kirkman 2

Sir H. W. McMahon's Variety, 11st 12lb., Mr. Johnston 3

Mr. Hastings's Hawbee, 11st 8lb., Mr. Cruickshank 4

Mr. W. Loring's Red Rag, 11st 6lb., Mr. Loring 5

Capt. Simmond's Tattler, 11st 7lb., Mr. Twaltes 6

Mr. C. M. Dobell's Amoy, 11st 7lb., Mr. Dobell 7

Mr. P. A. Cox's Chaffinch, 11st 7lb., Mr. Potts 8

Mr. A. Ball's Rock Hall, 11st 7lb., Mr. Bell Ant 9

Mr. W. Loring's Landknecht, 11st 7lb., Mr. Cox 10

Mr. G. de F. Williams's Mouse, 11st 7lb., Mr. West 11

ONCE ROUND RACE; for all China ponies;
weight as per scale with 7 lbs. added; un-
placed ponies other than subscription griffins
of this season allowed 5 lbs.; subscription
griffins of this season, non-winners, allowed
to lbs.; winners allowed 5 lbs. First prize,
\$50; second, \$20. Entrance, \$3.

Mr. R. M. Gray's Tube Rose, 11st 6lb., Mr. Master 1

Mr. A. R. Riddle's Pineapple, 11st 6lb., Mr. Gedge 2

Mr. A. R. Riddle's Pineapple, 11st 6lb., Mr. Cruickshank 3

Mr. G. H. Potts's Cairngorm, 11st 3lb., Mr. Cox 4

Mr. G. J. P. Geiger's Amur, 10st 7lb., Mr. Johnston 5

Mr. O. de F. Williams's Mainstay, 11st 3lb., Mr. Walwyn 6

Time 2.04. Won easily.

Hon. F. H. May's Monibello, 11st 4lb., Mr. Gedge 1
Mr. A. R. Riddle's Pineapple, 11st 6lb., Mr. Cruickshank 3
Mr. G. H. Potts's Cairngorm, 11st 3lb., Mr. Cox 4
Mr. G. J. P. Geiger's Amur, 10st 7lb., Mr. Johnston 5
Mr. O. de F. Williams's Mainstay, 11st 3lb., Mr. Walwyn 6

Time 2.04. Won easily.

4-MILE RACE; for subscription griffins of any
season; weight as per scale with 7lbs. added;
unplaced ponies allowed 5lbs.; placed ponies,
non-winners, allowed 5lbs. First prize, \$50;
second \$20.

Capt. the Hon. H. Lambton's, Quemo, 11st 3lb., Mr. Master 1

Mr. Ellis Kelly's Sirdar, 11st 3lb., Mr. Walwyn 2

Hon. L. Forbes Sempell's, Jim Crack, 11st 3lb., Mr. West 3

Mr. Leon's Woodcock, 11st 2lb., Mr. Kergarion 4

Mr. A. J. McClellan's Meteor, 11st 2lb., Mr. Cruickshank 5

Mr. P. A. Cox's Chaffinch, 11st 3lb., Mr. Cox 6

Time 1.43. Won easily and by two lengths,
a head dividing the second and third.Owing to the late hour at which the
Gymkhana concluded we are forced to hold
over the results of the remaining races until
Monday.

A MISTAKE.

There are people who say that we have no
luck.But those people know little of what they say.
Some day we will show, if we have the luck
That Volunteering's not always play.T'other night, we imagined we'd shine out
some.When they tooted us way off to Yau-mai, all
And we murmured gleefully "Let 'em all
come."For we longed for a brush with the bold
Chinese.But there wasn't a fight, though for that we
itched.

And we didn't even capture a thief.

Though our hearts beat high and our fingers
twitched.

On the trigger guard by way of relief.

But we kept our guard all the livelong night,
And did just what we were told to do.

Our uniform wasn't O.K., quite.

When we toddled home through the morn-
ing dew.Now, why, in the name of all that's blue,
When they knew there was going to be
trouble about.Oh, why did they not give us something to do
Instead of waiting to call us out?

'Twas quite a mistake to imagine funk.

Or that want of discipline would appear.

For we knew how to carry ourselves, each man.

Yours truly,

A HONGKONG VOLUNTEER.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

VOLUNTEER MOBILIZATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—You have been devoting so much
space in your valuable paper lately to Volun-
teer matters, that I scruple to ask you to insert
another article, but I feel compelled to suggest, which
I think might be carried out with profit to the
Corps.I write more particularly with regard to the
mobilization of the Corps on the night of the
16th April.The turn out on that occasion was very good,
but it would have been much more complete,
had the Volunteers some recognized system
or signal for calling the men to Head Quarters.My first idea was, that six of the Corps might
be trained as scouts, each having a district, and
to be acquainted with the addresses of Volun-
teers residing in their particular districts.But this system has many disadvantages.
In the first place it might be hard to find the
scouts as the men. Then men might not be at
home, and difficult to find. I think the better
plan would be to have a district signal from
Head Quarters. I notice in your report of the
Annual Inspection of the Shanghai Volunteers
that they were mobilized by the ringing of the
Fire Bell, followed by the firing of four shots
from H.M.S. *Revenant*. I don't think there
bell would do in this Colony, but what I
suggest is, that two blank rounds, with say half
a minute's interval, be fired at Head Quarters
from a 7-pdr. gun to be followed by one rocket.
This to be answered by two similar shots and
one rocket from the H.M.S. *Tiger*. This
would constitute a signal that could not be mis-
taken, would be heard and seen all over the
Colony including Kowloon, and would at any
time muster one hundred and fifty men.Two or three men could manipulate the
firing of these signals, and should the 7½ guns
be away anywhere a couple of volleys from ten
(10) carbines would answer the purpose.This signal could be tested several times
during the season, the men probably getting
notice that a call would be made within a
period of three weeks or at times no notice
whatever.

Thanking you in anticipation of insertion.

I am,

Yours respectfully,

SIGNAL.

Hongkong, April 22nd, 1899.

THE VOLUNTEERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In your leader of the 21st instant
volunteers you seem to infer that home
volunteers have not a post provided for them
in case of hostilities. The following quotation
from Colonel Balfour's notes in the *London*
Scottish Gazette proves that home volunteers
would be called out on the declaration of war.
"Our existence as a fighting force for the
defence of the country is a reality and not a
sham; and although it is no doubt true that
before invasion could be attempted by France
it must gain at least a partial command of
the sea yet from the outbreak of hostilities
it would almost certainly be necessary to place
the Volunteers on a war footing, so as at once
to complete the partial training which they
normally receive." Col. Balfour goes on to say
that preparations are so far advanced for the
mobilization of the Volunteer forces, that he
knows the details of the camping ground of his
corps, even to the positions of the water supply
and kitchens.

Yours truly,

A. LATE MEMBER OF THE L.S.R.V.

Hongkong, April 22nd, 1899.

[Our Correspondent is perfectly right in what
he says, but he forgets that the statement to
which he refers was made at the time of the
last war scare and that it was simply on that
account that a position had been assigned to
the home Volunteers. On the other hand,
our local Corps has always held its place in
the defence scheme of the Colony, a fact that
should not be lost sight of.—Ed. H.K.T.]

THE KOWLOON HINTERLAND.

an experiment has traversed 600 miles over the sea. This pigeon post will be started at the end of March, but will not be in full working order till a month later.

A STORY OF "A. K. H. B." He once went to visit a woman who had lost her husband. By way of comforting the widow he proceeded to set forth with great earnestness and beauty of language the joys of the state to which the departed one had attained. The bereaved woman, with a vivid recollection of her husband's defects, found it hard to share in the minister's hopes, although she wished to show her sense of his kindness. She unbentured herself: "Woe! Dr. Lloyd, you're maybe no vera instructive, but you're aye amusing."

ARRIVAL OF THE "TERRIBLE" AT PORTSMOUTH.

The first-class cruiser *Terrible*, with ratings and naval details from the Mediterranean Fleet, arrived at Spithead early on the 16th ult., and went into harbour at half-past nine. The body of the seaman who died from the effects of the explosion on board, as well as the injured men, will, says a *Reuter* message, be landed to await the official inquiry which will be held.

Captain Giffard, of Her Majesty's ship *Traveller*, and Mr. Melrose, Chief Inspector of Machinery at Portsmouth, visited the *Terrible* to investigate the causes of the explosion. All the injured are progressing favourably.

THE CARGO OF THE "LABRADOR."

The seashore on the Torboliside of Mull is quite covered with apples from the cargo of the wrecked Dominion liner *Labrador*, and people are being driven round the coast to view the novel sight. The wreckage salvaged on the Coll coast will be sold by auction at Tobermory. Passengers' baggage is now coming ashore. One *Saturday* trunk recovered yesterday contained some yards of silk and an umbrella. Pieces of other luggage strewn the coast for miles. Several organs, more or less badly damaged, have, according to the *Tobermory* correspondent of the *Daily Graphic*, been found on the south-west of Mull, and at the lighthouse station at Erraid an organ in a good state of preservation has been found.

EDINBURGH STUDENTS AND THE PEACE CRUSADE.

The students' representative council of the University of Edinburgh will have nothing to do with the "Peace Crusade." A letter received by the council asking the members to interest themselves in a series of meetings to be held in Edinburgh for the promotion of the "Crusade" and the "Peace proposals," but the council has decided not to take any action in the matter. The president, who is also one of the leading spirits in the University Radical Association, observed that he did not think the council existed for promoting peace crusades; but, apart from that, a great many of them believed that the best way to preserve peace was to increase the British navy.

IRELAND AND THE PARIS EXHIBITION.

Commenting on the withdrawal of the grant of £800 from the Irish Committee of the Royal Commission established in connection with the Paris Exhibition of 1904, the *Freeman's Journal* says:—"Irish interests don't count. His Excellency and the Committee over which he presides may pass as many resolutions as they please without effect. The Royal Commission will quietly appropriate the nugatory grant to Ireland for English purposes. We are always being preached to about the glory and profit we derive from our union with this great, rich and prosperous country. This matter of the Paris Exhibition is an interesting illustration of the way it works out in practice."

WIRELESS TELEGRAPHY IN PARIS.

The *Petit Bleu* states that the High School of Telegraphy made experiments in the Boulevard Brune with a new apparatus for telegraphing without wires. These experiments showed that communications could be conveyed with remarkable clearness over a distance of ten kilometres. Means are now being sought for improving the results already obtained.

THE GOLDSTREAMERS AT GIBRALTAR.

The Goldstream Guards disembarked on 16th ult. The Yorkshire Regiment are leaving by the *Nubia*, homeward bound. General Carrington also leaves to take over the command of the Belfast district.

NAVY ESTIMATES FOR THE FAR EAST.

The following are the votes for the Far East, so far as they appear on the face of the Estimates, for the financial year 1899-1900:—

Commander.—Second in command on China Station, £3 per day; table money per day, £2; total annual pay and allowances, £1,823.

Special Pay.—Assistant-Paymaster, employed as Commodore's Secretary, allowance of 2s. 6d. a day, £45 12s. 6d.; Paymaster, Assistant-Paymaster, or Clerk, employed as Senior Officer's Clerk at Shanghai or Singapore, 2s. 6d. a day, £182 10s.; Navigation Officer of H.M.S. *Tamar*, £30 per annum. Wages of a Master-at-Arms and three ship's corporals of H.M.S. *Tamar*, £254 (£217).

HONGKONG.

Naval Yard.—Naval officer in charge of establishment, £802; retinue (five) of staff officer in charge of establishment, £279; Naval Commander, for service in the yard, £300; Chief Engineer, £731; two Engineers, £678; Chief Constructor, £607; Assistant Constructor, £433; three Inspectors of Shipwrights, £668; Chief Boatwright, £289; Chaplain, £460; Staff Surgeon, £450; Store Officer, £713; Deputy Expense Accounts Officer, £544; two Assistant Naval Store Officers, £640; Senior Writer, £263; First-class Dockyard Writer, £181; Senior Writer (native), £180; seven Assistant Writers (native), £1,441; estimated provision for additional writing staff, £1,000; Timekeeper, £73; allowances to the Paymaster and Navigating Officer of H.M.S. *Tamar*, for performing the local audit and continuing survey, £100. Total, £11,018. Wages of forty-five of the Police Force, £1,807 (£2,024); Contingencies, £170 (£150); Water, £85; Gas, £60 (£50).

Vicualding Yard.—Deputy-Vicualding Store Officer, £378; with £80 for colonial allowance, and £90 for house allowance; Senior Writer, £180; Boy Writer, £25; allowance to officers of H.M.S. ships for performing duties of continuous survey, £16. Total, £777 (£714). Wages of artificers or labourers on the establishment, £389; wages of hired artificers and labourers, £445. Total, £814 (£813).

Hospital.—Deputy-Inspector-General, £767; with £112 for hospital allowance; two Surgeons, £526; with £216 for hospital allowance; Dispenser, £102; with £166 for charges of stores, £9 in lieu of fuel and light, and £75 for colonial allowance; Writer, £213; with £50 as house allowance; total, £2,011 (£2,095). Wages of 30 hired servants, £640; seven sickberth stewards, £254; allowance in lieu of provisions, £192; total, £1,086 (£1,141). Wages of three of the Police Force, £68 (£116); Water, £75 (£51); Gas, £60 (£50); Electric Lighting, £551 (£511); £217 (£200); Contingencies, £75 (£50). There is a vote of £4,410 (the same as last year) for contributions in aid of dock yards at Portsmouth and Devonport, Hongkong, and for

Lock Hospital at Hongkong, but the amounts for the respective hospitals are not stated.

Naval Ordnance—Assistant Naval Ordnance Storekeeper, £414; Torpedo Store Depot Engineer, £340; total, £754 (£698).

Wages and other expenses of nine artificers of the Fleet, £1,518 (£1,466).

Works, Buildings, and Repairs.—Extension of torpedo workshop at Kowloon, £1,000; establishing Naval Depot at Wei-hai-Wei, £44,500; dredging, £4,500; additional accommodation at Hongkong Hospital, £3,000; the total estimate for which work was £10,000, and towards which £1,000 has already been voted. Among the storehouse and workshops to be carried out by the War Department and Admiralty for Local Ordnance Stores is magazine accommodation at Hongkong, for which £600 is asked. The total estimate of the work was £2,500, which sum has already been voted. For minor works at Hongkong Naval Yard there is a vote of £530; and for additional accommodation at Hongkong, £1,070.

For ordinary repairs and maintenance at Hongkong there is a vote of £1,350; and for ordinary repairs and maintenance at Wei-hai-Wei, a vote of £1,000. For minor works at Hongkong Hospital there is a vote of £325. For minor new works in connection with Naval Ordnance at Hongkong there is a vote of £915. For additions and alterations in connection with Naval Ordnance at Hongkong, £18; for ordinary repairs and maintenance at Hongkong Hospital, £350; and for those at Yokohama, £550.

Superintendent of Works, Buildings, and Repairs.—Permanent officer at Hong Kong; Assistant, civil engineer, £360 salary, £53 colonial allowance, and £80 house allowance. Temporary officer at Hong Kong; Assistant civil engineer, £219 salary, £53 colonial allowance, £80 house allowance. Two accountants, £240. Total, £1,985 (£2,097).

Permanent officer at Wei-hai-Wei; Assistant civil engineer, £312 salary, £53 colonial allowance. Temporary Officer at Wei-hai-Wei; Assistant clerk, £200; total, £365.

Losses.—Loss by exchange and discount on bills drawn by naval accountants on the East India and China Stations, £6,000 (£5,000).

New Vessels.

A screw tug and water tank for Hong Kong is among the vessels to be built, but details are not yet complete.

Surveys in China are in progress.

YOKOHAMA. Hospital.—Staff Surgeon, £438, with £112 as hospital allowance; Writer, £114; total, £654 (£604). Wages of 13 hired servants, £174; four sickberth stewards, £140; allowance in lieu of provisions, £109; change of Liberty, £2 total, £433 (£411). Rent of land and fore shore for Hospital, £90 (£90). Electric Lighting, £50 (£50); Contingencies, £70 (£70).

Works.—For minor works at Yokohama Naval Yard there is a vote of £150. For ordinary repairs and maintenance at Yokohama Hospital there is a vote of £530.

Naval Yard.—For wages of police in the Naval Yard there is a vote of £30.—*L. & C. Express.*

WHEN THE AMEER DIES.

[BY ALEXIS KRAUSSE.]

The latest news from Feshawar disposes of the story of the Ameer's death. Still, he is mortal and gouty. Now, the demise of an Afghan ruler has always been the signal for a scramble between a number of candidates, who have not hitherto scrupled as to the means employed for the furtherance of their aims, and the death or removal of more than one of the Amiers of Kabul has been the signal for a stage of things which might not inaptly be described, as civil war.

The prospects as to the next succession are complicated by the number of probable claimants to the throne. The question of heirloom in Afghanistan is not determined by primogeniture, but depends rather on the popularity of the claimant and the amount of support accorded him by the Indian Empire; and by no means follows that the successor of Abdur Rahman will be even a blood relation of that ruler.

The present Amier has four sons, all of whom may be expected to enter into the competition for his throne. Sardar Habibullah Khan, the eldest of these, is said to be his father's favourite, but is supposed to have but little chance, owing to the low birth of his mother, and his unpopularity with the tribal chiefs does not tend to add to his chances. Nasrullah Khan, the second son, has been in disgrace since his return from London, owing to the failure of his mission there, and his conduct while in this country was not such as to tempt the British Government to espouse his cause. Cham-sud-Din, the third son, is esteemed a meek man, totally unqualified to rule his father's people, but Mohammed Umar Jan, the youngest, has many supporters both on account of his individual popularity and his mother's birth. Umar Jan, though still a mere youth, is likely to prove a formidable competitor for the Afghan throne, and with his numerous backers, he stands a fair chance of being successful.

The point which interests the Englishman far more than the mere question of succession in Afghanistan is, however, the prospect of trouble with Russia. Since Abdur Rahman ascended his throne in 1880 the circumstances of his environment have materially changed. The conquest of Turkistan, the occupation of Ashkabad, of Samarkand, and of Merv, and the Russian incursion into Afghanistan by the valleys of the Murghab and the Kush have entirely altered the surroundings of the Amier's rule. In 1880 no portion of Russian soil touched on Afghan territory. To-day the advanced line of Muscovite aggression not only borders the country of Afghanistan; it has invaded it, and has pushed forward 208 miles from Merv, where an advanced post has been manned by Russian troops within fifty miles of Herat. A possible outcome of the disputes which are practically certain to ensue on the death of the Amier is the Russian occupation of Herat, and that once accomplished the rapid absorption of the rest of Afghanistan is a foregone conclusion. No amount of talk, no journalistic exposure of Russian duplicity, no appeal to the "solemn covenant" of 1885 will serve to effect the steadfastness of Russia's purpose. The policy of Russia is not influenced by such considerations. The absorption of Afghanistan, or of such part of it as may not be pre-empted by Great Britain, has been the order of the day for close on three-quarters of a century; its execution has only been postponed for lack of opportunity, an opportunity which the death of Abdur Rahman is practically certain to afford.

THE INSECURITY OF HERAT.

Nor is it in the power of the Indian Government to prevent the advance of Russia. Whatever course might be determined on when Cosack outposts cross the Helmand, the death of Herat could be accomplished before the news of the intention reached Kandahar. In this connection the situation of Herat is worth attention. The Russian outpost known as Kishk, 100 miles beyond the Afghan boundary of 1885, is within three, easy or two forced marches of Herat. The country is fairly open, fertile, and fruitful, capable of providing supplies for an indefinite period, and the road is well adapted for the passage of an army. Kishk is in railway communication with Merv with Ashkabad and with Kharanduk

military bases from which troops and supplies could be drawn with ease while the last named, situated on the Caspian, opens communication with the army of the Caucasus, which could be drawn on as required. Herat could thus be occupied by a Russian army in a few hours, the distance of the Afghan city from the nearest Russian bases being from Penjideh 130 miles, from Merv, 240 miles, and from Samarkand 202 miles.

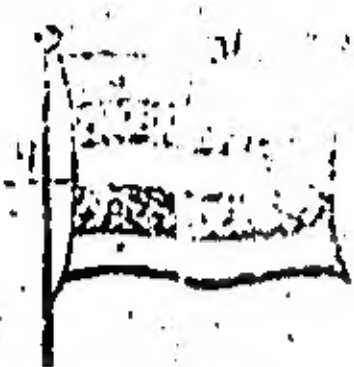
The nearest British fort is, on the other hand, 514 miles away, across a country difficult and cut up by rivers which it is sometimes hard to cross. In any case, the road from Quetta to Herat is less easy for the passage of an army than is that from Kishk or Penjideh. And supposing a British army marched on Herat after the place had been occupied by the Russians, they would have to deal with an enemy so placed as to be able to bring up men from their various bases at a rate restricted only by the capacity of the frontier railway.

The defenses of Herat are not in such a state as to present an impenetrable barrier to attack. The great mud walls by which the city is surrounded were erected here crumbling away so far back as 1837, when Eldred Pottinger, after his heroic defence of the city against the Persian army, expressed his astonishment at his own success, owing to the rotten condition of the defenses. Nothing has, so far as is known, been done to strengthen Herat from that day to this, and it follows that a scientific assault with modern guns would soon result in the reduction of the stronghold. But even this undertaking would be a costly and arduous one, and the loss of life on the part of the attacking force would be very heavy. 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YAWATA MARU A. R. Moore	Yokohama, Kobe, and Hankow, Pootung, and Shanghai.	Thursday, 20th April, at 1 P.M.
KINSHU MARU W. Brady	Yokohama, Kobe, and Hankow, Pootung, and Shanghai.	Thursday, 20th April, at 1 P.M.
TAMBA MARU J. W. Wade	Yokohama, Kobe, and Hankow, Pootung, and Shanghai.	Thursday, 20th April, at 1 P.M.

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A. S. MIHARA, Manager.

Hongkong, 20th April, 1899.

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36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

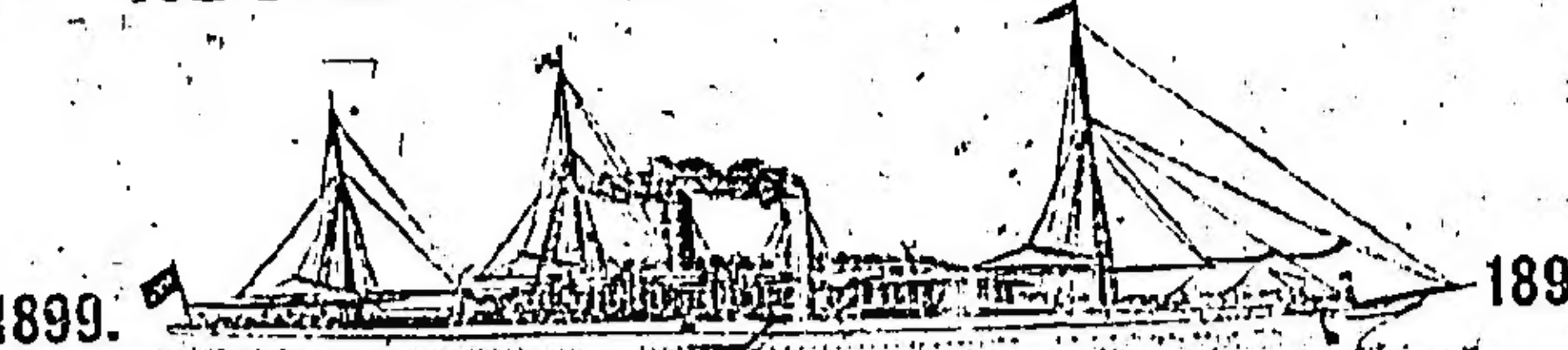
CARDOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.Sole Agents for China,
LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1896. [10]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS
make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS
make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS

Passengers Booked through to all principal points and AROUND THE WORLD.
Remittances to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace the PALATIAL STEAMSHIPS,
second to none in the World, the LUXURANCE OF ITS TRANS-PACIFIC JOURNEY,
TRANSITS: the Company having received the highest award for sailing at recent Chicago World's
Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of the route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Peters Street, [13]

Hongkong, 5th April, 1899.

TOYO KISEN KAISHA. NORTHERN PACIFIC
STEAMSHIP COMPANIES.TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.PROPOSED SAILINGS FROM
HONGKONG.NIPPON MARU, via
Shanghai, Nagasaki, Kobe,
Yokohama and Honolulu,
Friday, 20th May, at Noon.AMERICA MARU, via
Shanghai, Nagasaki, Kobe,
Yokohama and Honolulu,
Tuesday, 13th June, at Noon.THE Steamship
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA AND HONO-
LULU, on SATURDAY, the 20th May, at
Noon, taking Freight and Passengers for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamships, and to the principal cities of
the United States and Canada. Rates may be
obtained on application.

Passengers holding orders for TRANSPORTATION
EUROPE, have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
PACIFIC COAST, and GRAND TRUNK
RAILWAYS, and the choice of direct routes
to the principal cities of the United States
and Canada.

Passengers holding orders for TRANSPORTATION
EUROPE, have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
PACIFIC COAST, and GRAND TRUNK
RAILWAYS, and the choice of direct routes
to the principal cities of the United States
and Canada.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office at Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th March, 1899. [1310]

MITSUI BUSSAN KAISHA.

No. 6, Lee-Hing Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG, and all Ports in Japan.

Agencies:—

Mitsui Coal Mines.
Onoda Cement Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Milling Co., Shanghai.
Onoda Cement Co., Japan.
Kanagawa Cotton Spinning Mill, Japan.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
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For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th March, 1899. [1310]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.Through Bills of Lading issued for BATAVIA,
PERMANENT, CONTINENTAL, and
AMERICAN PORTS.

THE Steamship

Captain C. L. W. Field, carrying Her Majesty's
Mail, will be despatched from this for BOM-
BAY, &c., on SATURDAY, the 29th instant,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. KITCHIE,
Superintendent.

Hongkong, 15th April, 1899. [5]

FOR SAN FRANCISCO.

THE 100 AL British Bark.

"QUEEN MARGARET,"
Fraser, Master, will load for the above Port, and
will have quick despatch.For Freight, apply to
SHEWAN TOMES & Co.,
Hongkong, 16th March, 1899. [1333]

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERIEA	HAVRE and HAMBURG	24th April.
Osternann	(LONDON with transshipment in HAMBURG)	24th April.
SAVOIA	HAVRE and HAMBURG	About 25th May.
Jager	(LONDON with transshipment in HAMBURG)	About 25th May.
HEIDELBERG	HAVRE and HAMBURG	About 25th May.
Schuler	(LONDON with transshipment in HAMBURG)	About 25th May.
KONIGSBERG	HAVRE and HAMBURG	About 30th May.
Christiansen	(LONDON with transshipment in HAMBURG)	About 30th May.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to—

CARLOWITZ & Co.,
Agents.CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHAFON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGOVIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to Japan Ports
and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King ... 3002 ... about 1 May 3
Belgian King ... 3370 ... about 1 June 20
Carnarvonshire ... 2022 ... about 1 July 20

THE Steamship

"CARLISLE CITY,"
will be despatched for SAN FRANCISCO and
SAN DIEGO VIA NAGASAKI, KOBE, YO-
KOHAMA and HONOLULU, on FRIDAY,
the 5th May, at Noon.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight, or
Passage, apply to—

BUTTERFIELD & SWIRE,
Agents.Hongkong, China and Japan.
Hongkong, 11th April, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

China (via Shanghai) ... Tuesday, 2nd May,
at Noon.

San Francisco (via Shanghai, Kobe, In-
land Sea, Yokohama and Honolulu) ...
Saturday, 27th May, at Noon.

San Francisco (via Shanghai, Kobe, In-
land Sea, Yokohama and Honolulu) ...
Thursday, 22nd June, at Noon.

San Francisco (via Shanghai, Kobe, In-
land Sea, Yokohama and Honolulu) ...
at Noon.

THE U.S. Mail Steamship
"CHINA,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on TUESDAY, the 2nd May, at Noon, taking
Passengers and Freight for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States of Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE, have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
PACIFIC COAST, and GRAND TRUNK
RAILWAY, also the CANADIAN PACIFIC
RAILWAY on payment of 25 in addition to
the regular tariff rate.

Passengers holding orders for OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination, the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the Service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office at Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th April, 1899.

HAMBURG-AMERICA
LINE.

(Fast Atlantic Service.)

PROJECTED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERIEA	HAVRE and HAMBURG	24th April.
Osternann	(LONDON with transshipment in HAMBURG)	24th April.
SAVOIA	HAVRE and HAMBURG	About 25th May.
Jager	(LONDON with transshipment in HAMBURG)	About 25th May.
HEIDELBERG	HAVRE and HAMBURG	About 25th May.
Schuler	(LONDON with transshipment in HAMBURG)	About 25th May.
KONIGSBERG	HAVRE and HAMBURG	About 30th May.
Christiansen	(LONDON with transshipment in HAMBURG)	About 30th May.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to—

CARLOWITZ & Co.,
Agents.OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA,
AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ...
Thursday, 11th May,
at Noon.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ...
Tuesday, 6th June,
at Noon.

Guelph (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ...
Saturday, 1st July, at
Noon.

THE Company's Steamship
"DORIC,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on THURSDAY, the 11th May, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-em-
barking at San Francisco for China or Japan
(or vice versa) within one year will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Hawaii.

All parcels should be marked to
address in full, and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight, or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899. [2]